

GALLATIN PIKE & MAIN STREET

A NASHVILLE VISION ZERO INITIATIVE



Virtual Workshop | March 20th 2024

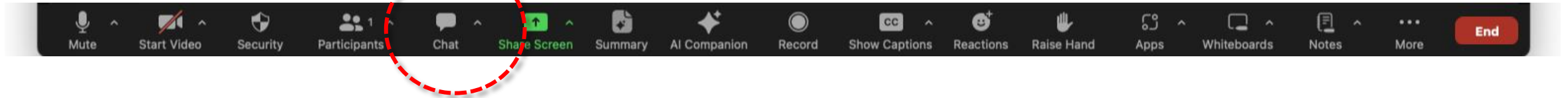
Today's meeting

- A little background information
- Your input to date
- Putting your ideas into action
- What's next?



Questions?

Use the Chat button at the bottom of the screen.



A little bit of background



Fatal crashes (2014-23)

- 10 total deaths
- ~one per year

Maplewood Place

Curdwood Boulevard

Stratford Avenue

Trinity Lane

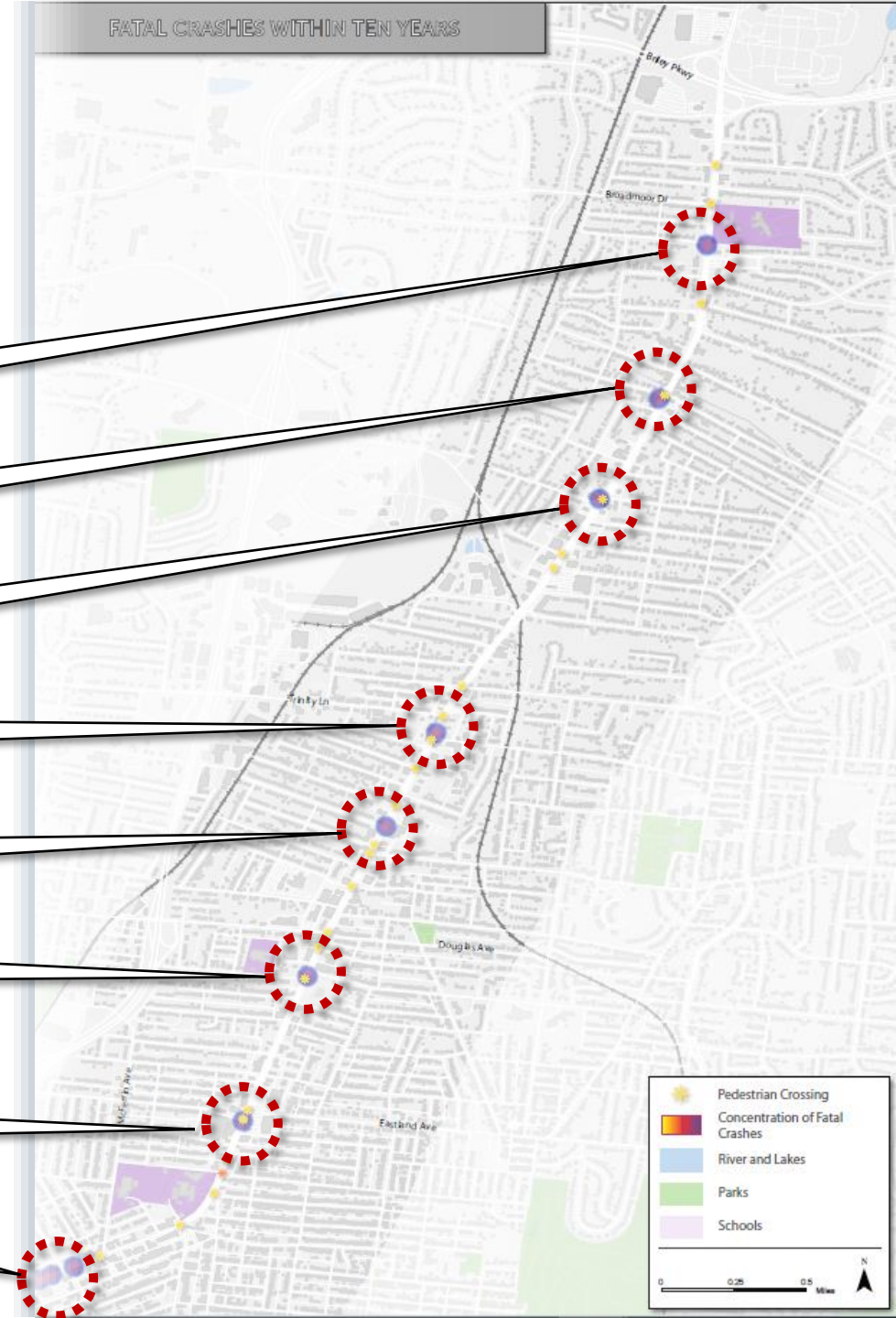
Delmas Avenue

Granada Avenue

Eastland Avenue

7th to 8th Street

FATAL CRASHES WITHIN TEN YEARS



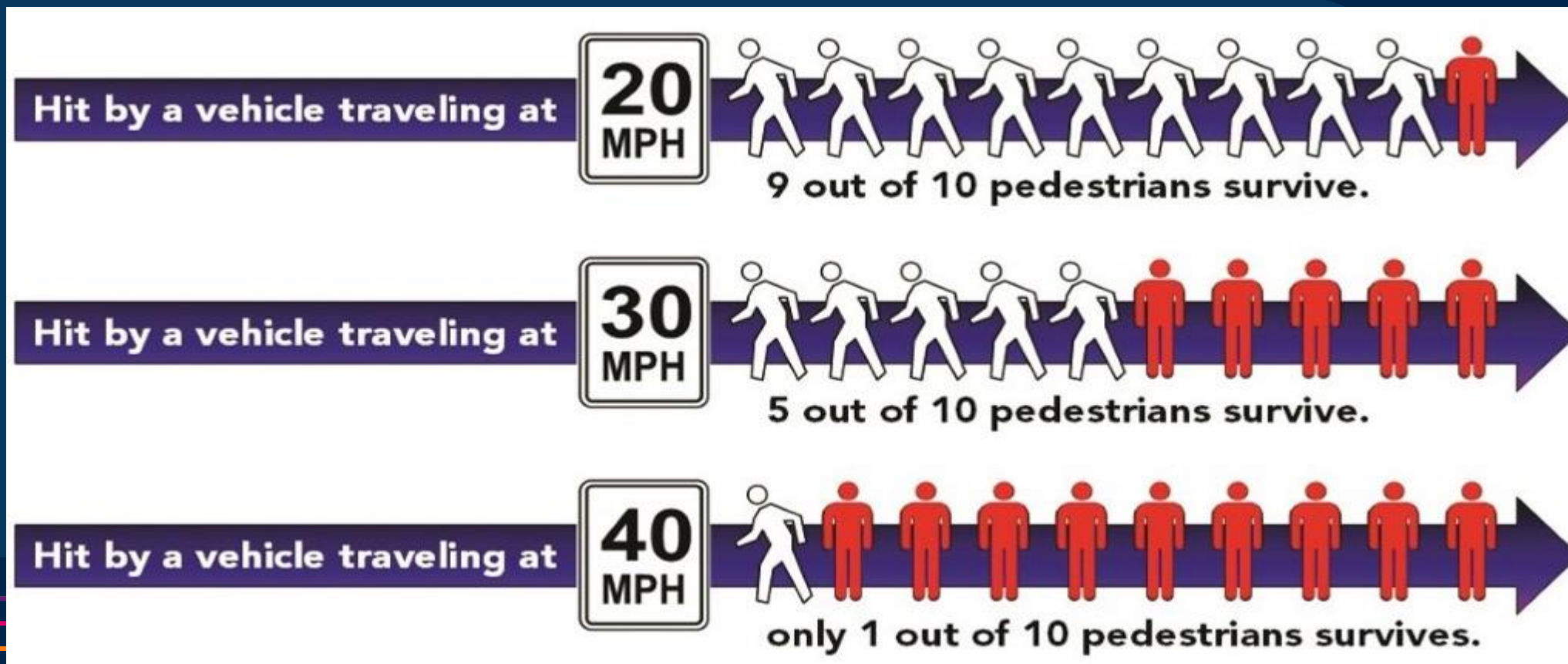
Vision Zero

“A comprehensive strategy to eliminate **all traffic fatalities** and **severe injuries** while increasing safe, healthy and equitable mobility options for all.”

Nashville Vision Zero Action Plan



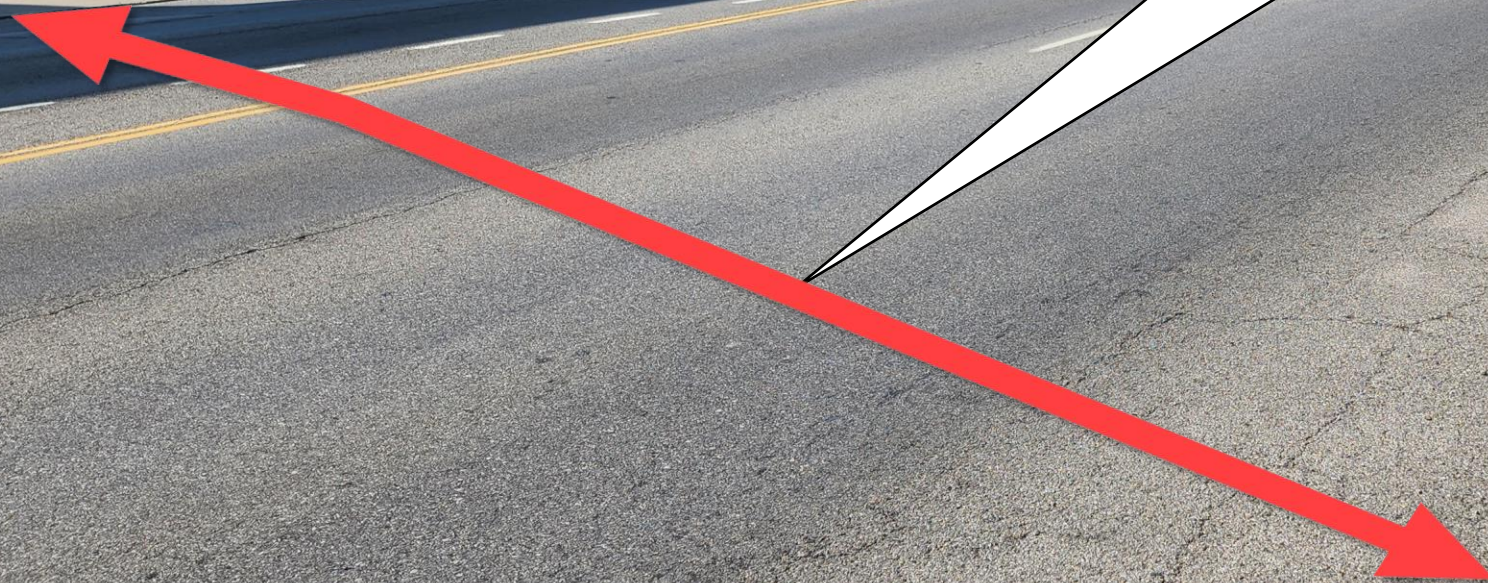
Speed matters



Main Street Today

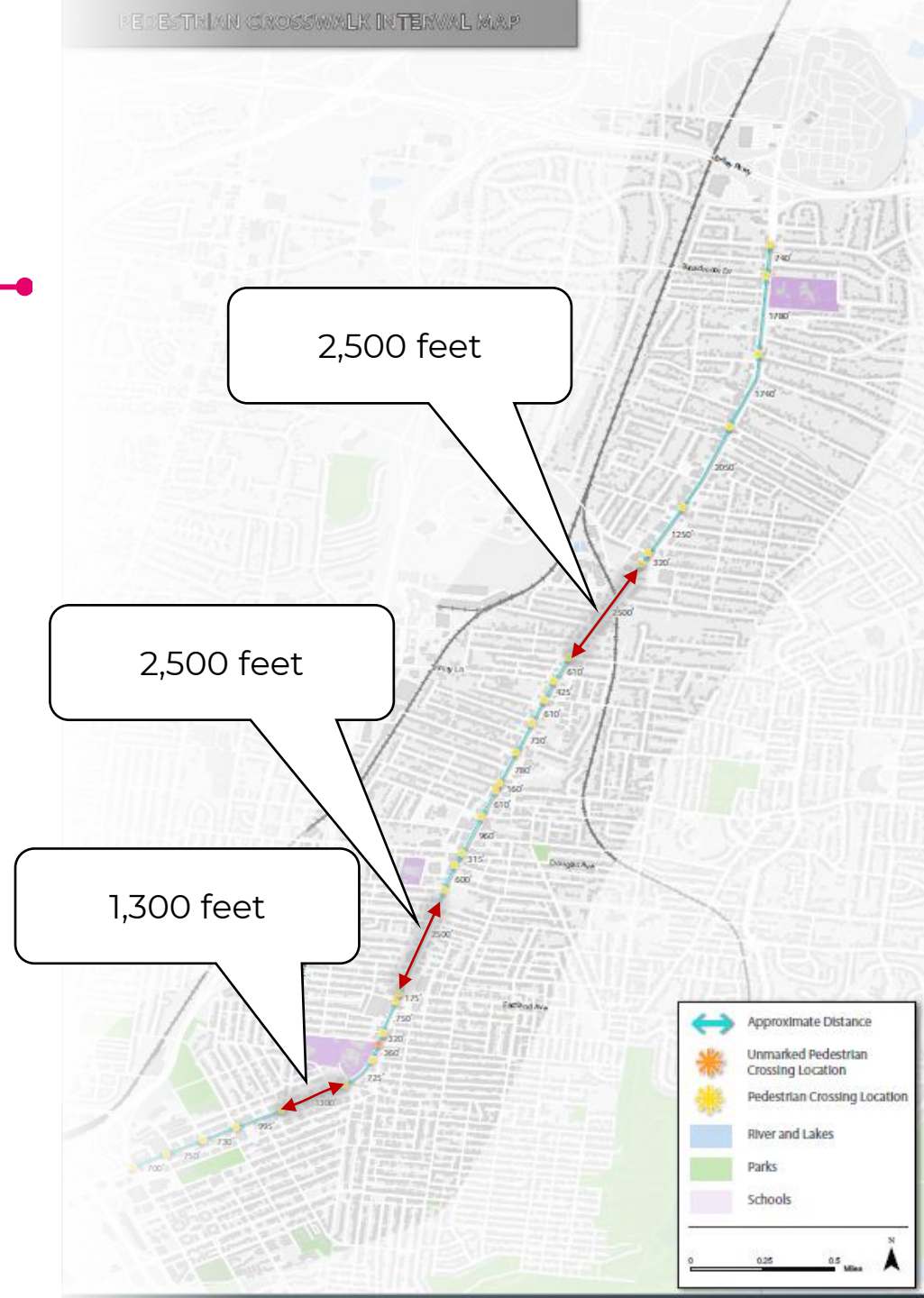
Wide expanse of pavement encourages higher vehicle speeds and makes crossing difficult.

Undefined pavement space.



Nowhere to cross

- Distance between crosswalks
- Up to half a mile



Uncomfortable roadside environment

- No buffer from high speed traffic
- No furnishing zone
- No landscaping



Would YOU want to walk, bike or wait for a bus on this street?



The need: Transit ridership

- Almost 100,000 rides per month
- Second highest in Nashville
- Service every 10 minutes

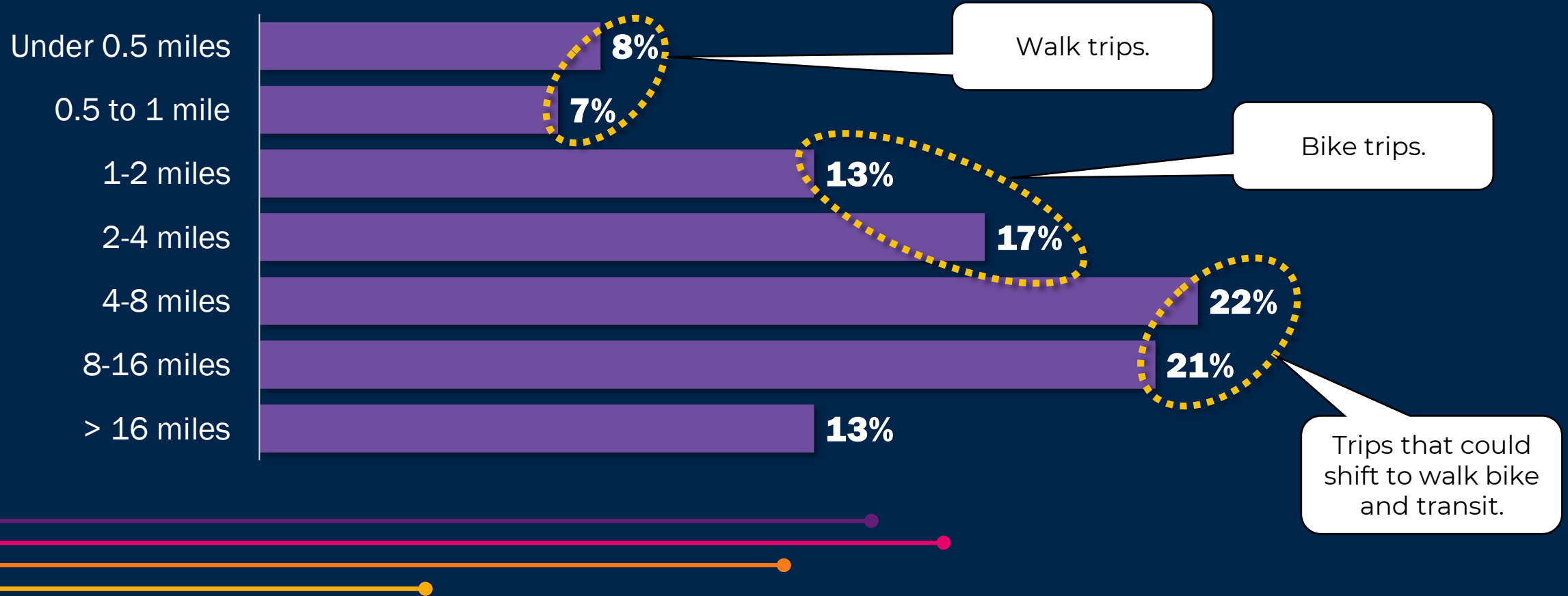
Did you know?

Congestion on Gallatin Pike adds
\$750,000 in operating costs
and a **20% increase** in
passenger travel time?



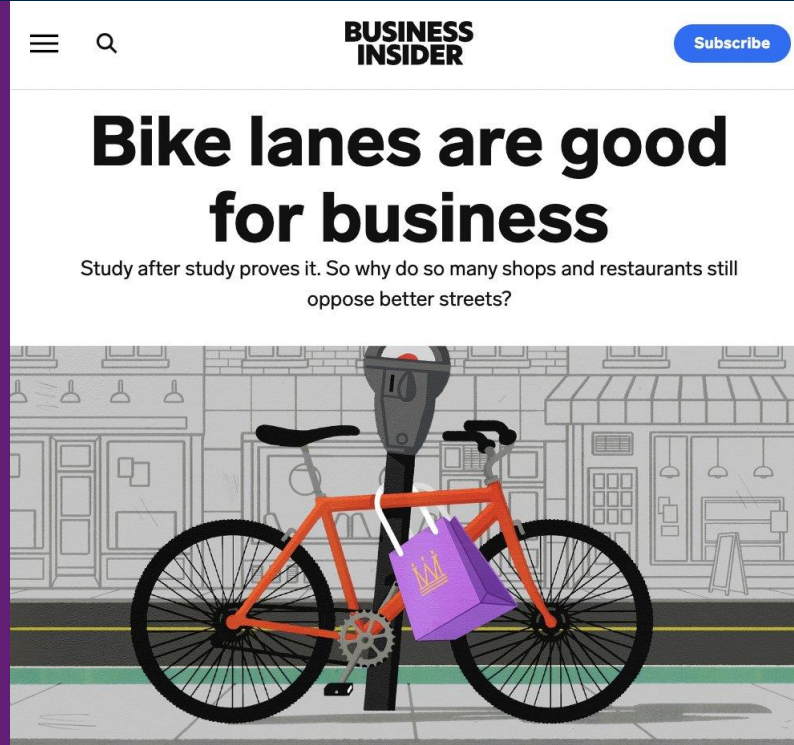
Walk, bike and transit trip potential

Trips by Length on Gallatin Pike and Main Street



Economic benefits of multimodal transportation

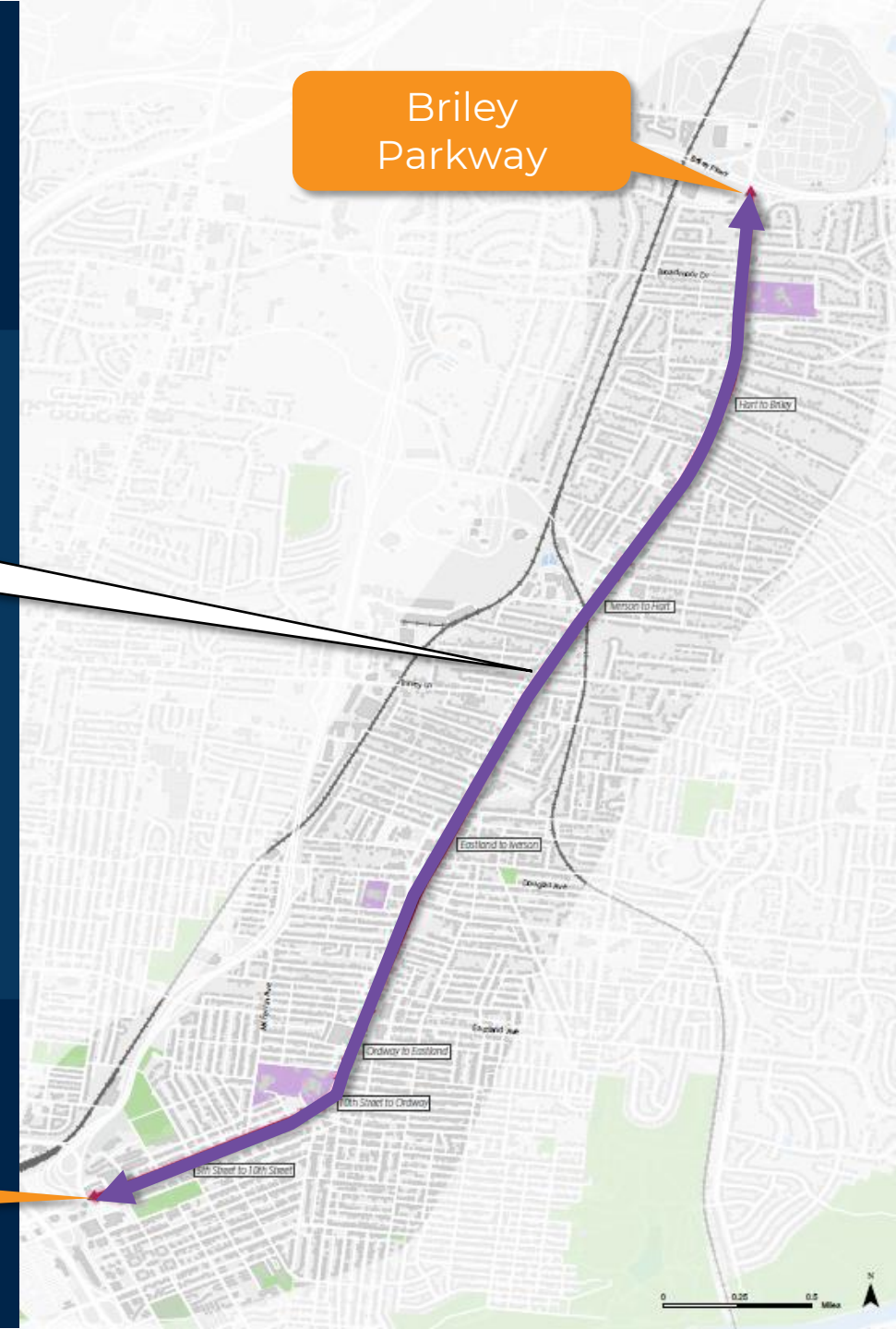
75% of project locations saw measurable gains in food and retail.
- Active Transportation Return on Investment Study (2022)



\$5.5B in new investment.
- Hartline BRT in Cleveland

Project Overview

Corridorwide: Long term vision.



Gallatin Pike & Main Street Vision

This project will set a **vision** to transform Main Street and Gallatin Pike into **Complete Streets** that provide **safe** and **accessible** options for **all users** and can be **implemented** in a cost-effective way.

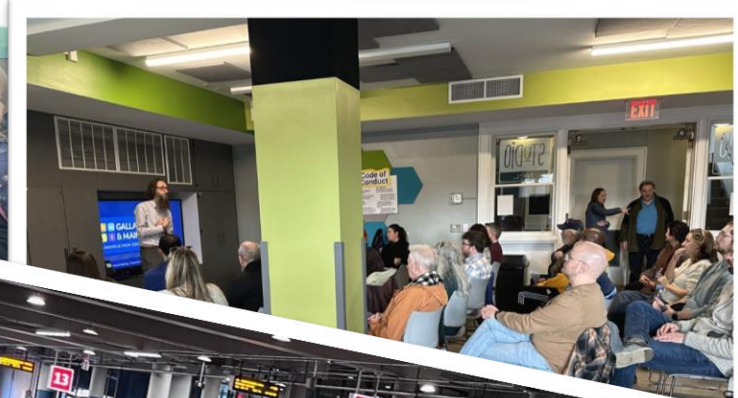


What have we been up to?



Public and stakeholder engagement

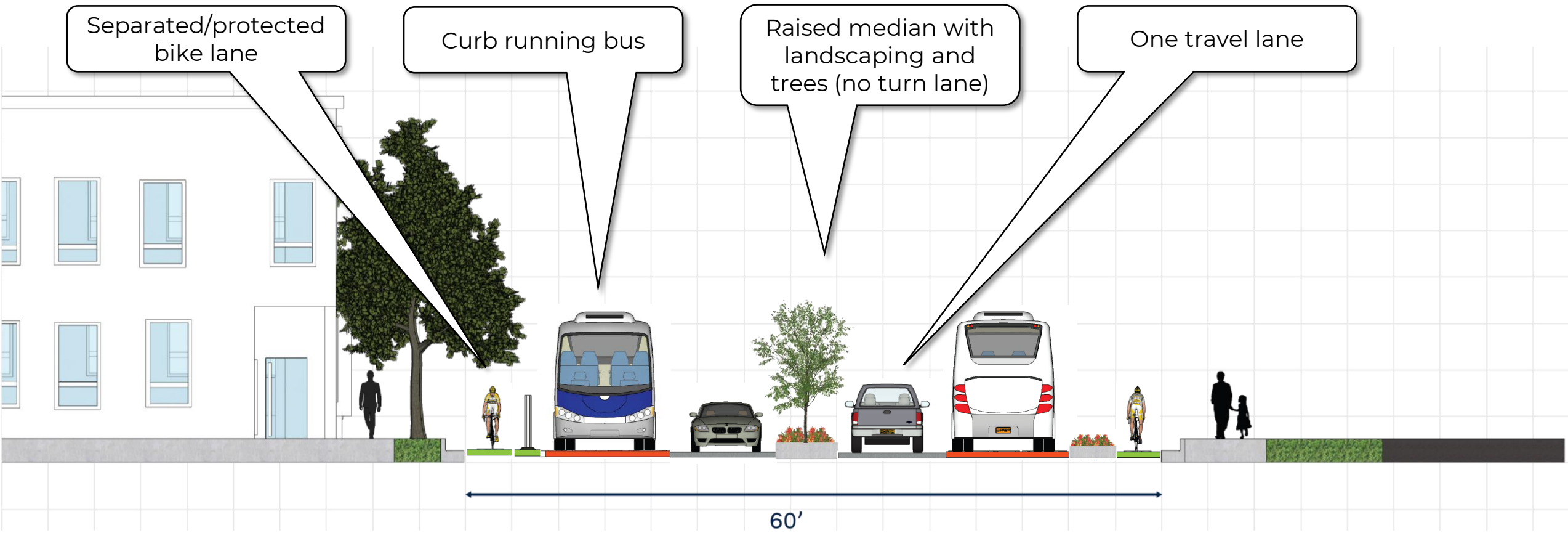
- Two public workshops
- WeGo rider outreach
- Online
- Business owner focus groups





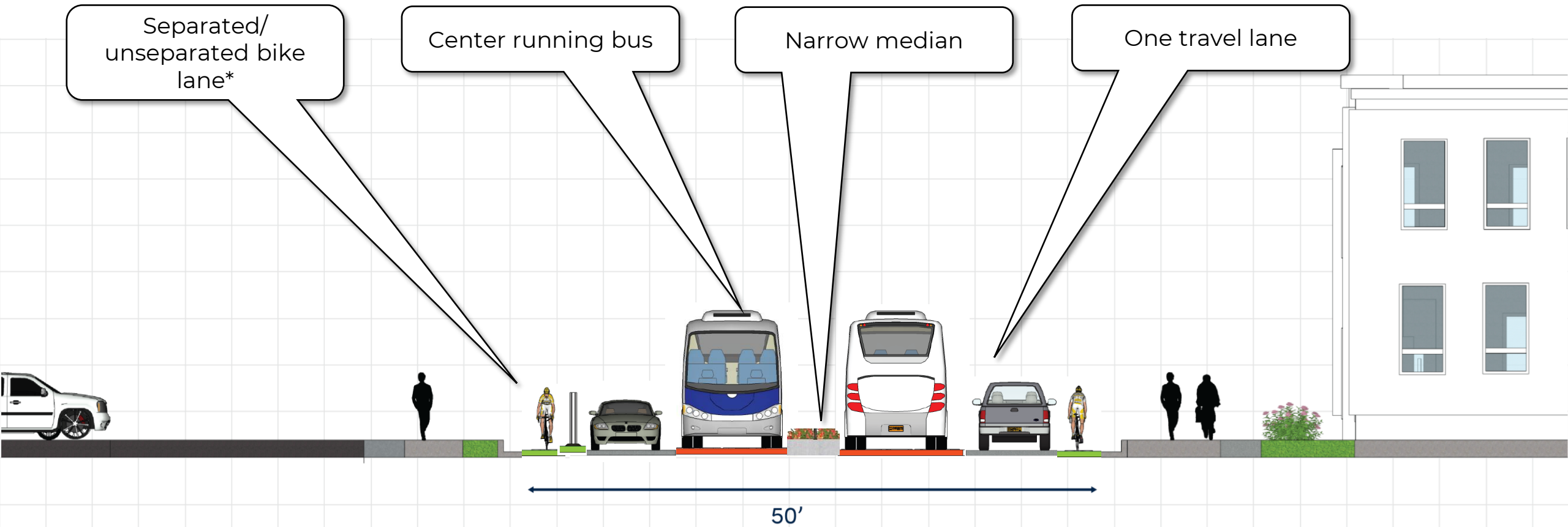
Main Street typical design

32
responses



10th Street to Hart Lane typical design

25
responses



* Lots of "cheating."

Hart Lane to Briley Parkway typical design

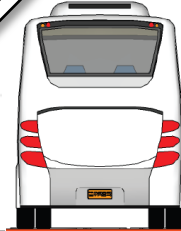
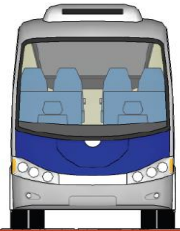
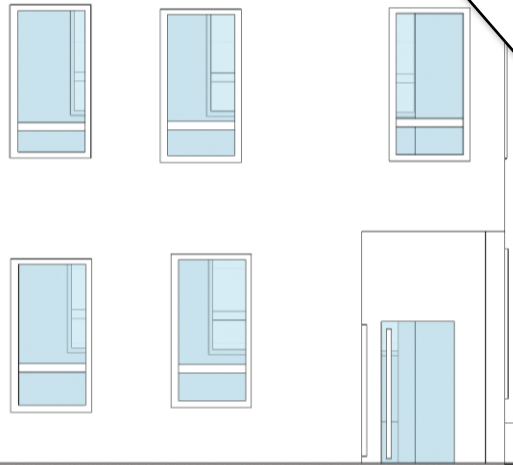
15
responses

Separated bike lane

Curb running bus

Raised median with landscaping and trees (no turn lane)

One travel lane

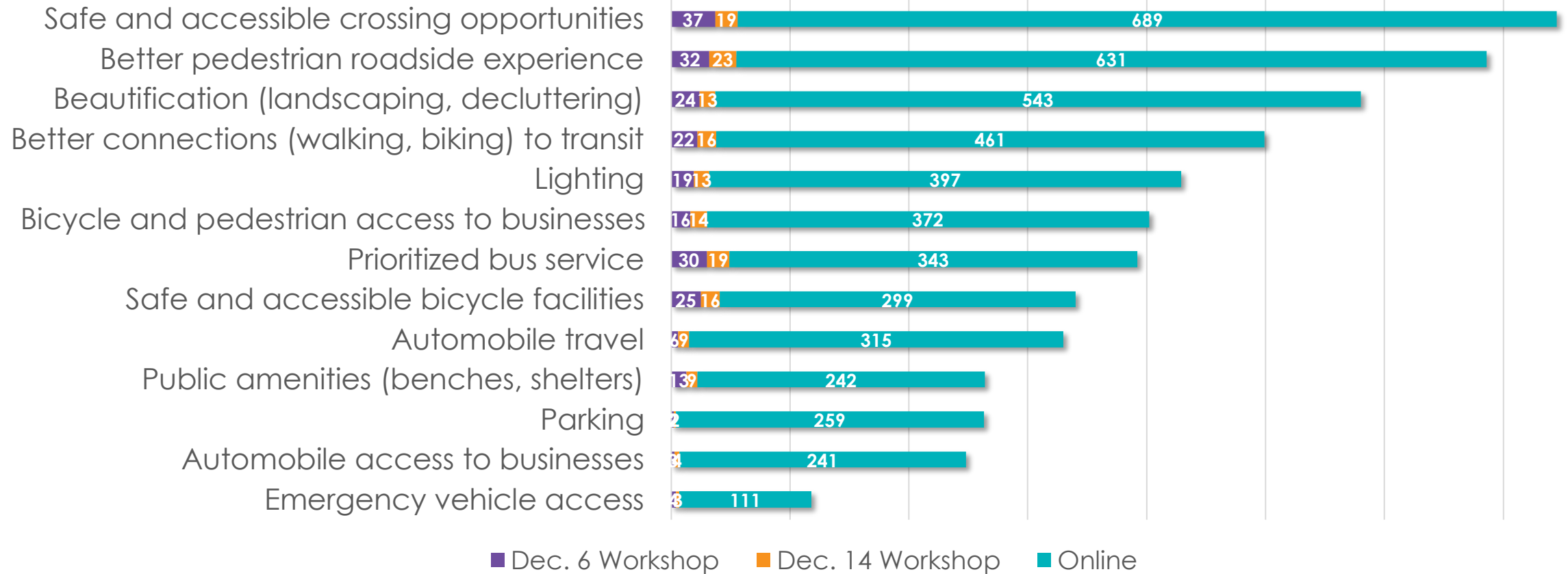


59'

Priority Pyramid



Total appearances



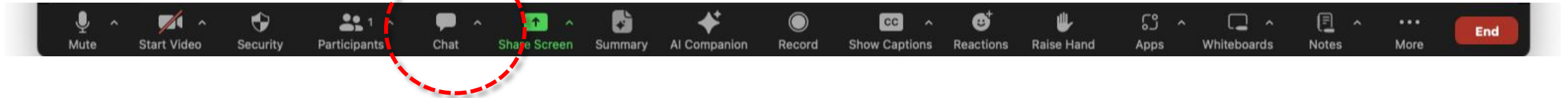
Community feedback

- Parking/access
- Traffic
- Vacant and abandoned properties
- Trees/landscaping
- Lighting
- Safety/pedestrian crossing
- Branding



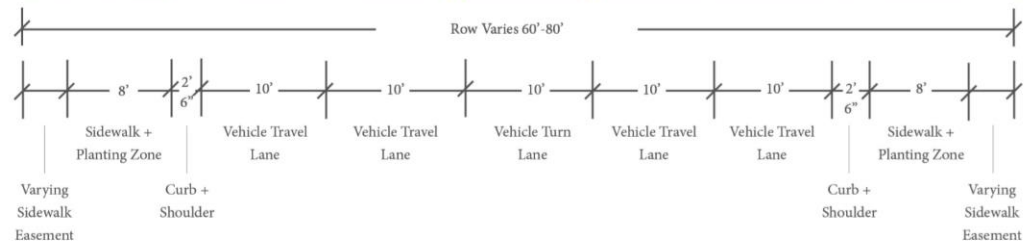
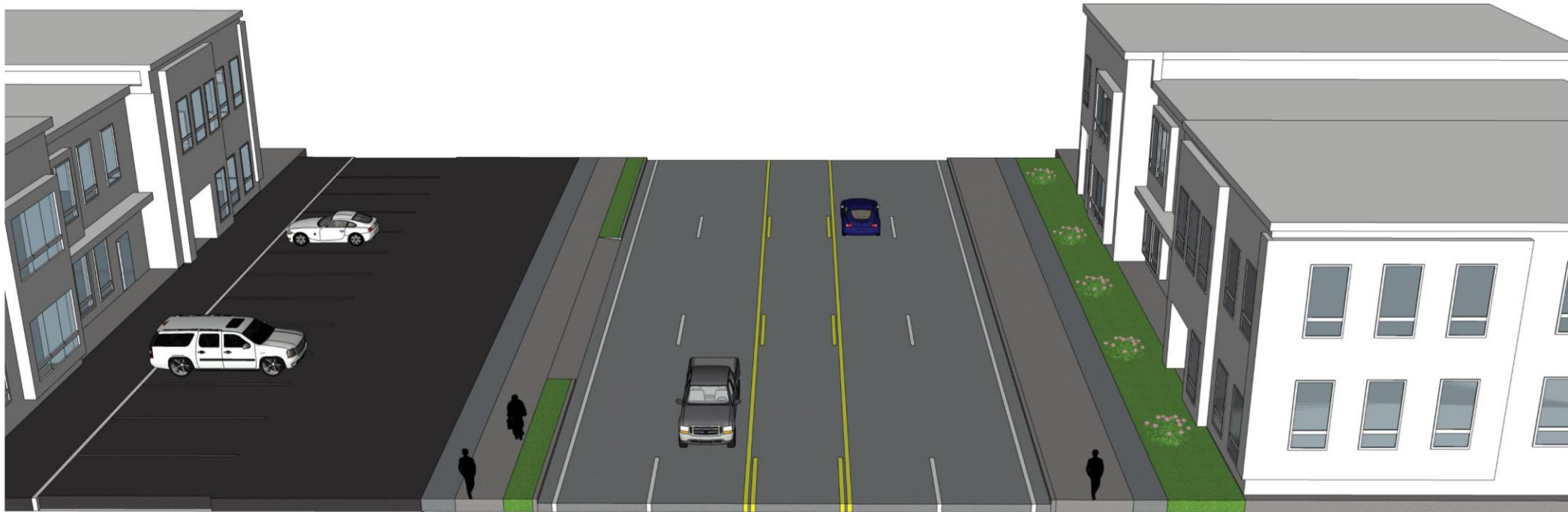
Questions?

Use the Chat button at the bottom of the screen.



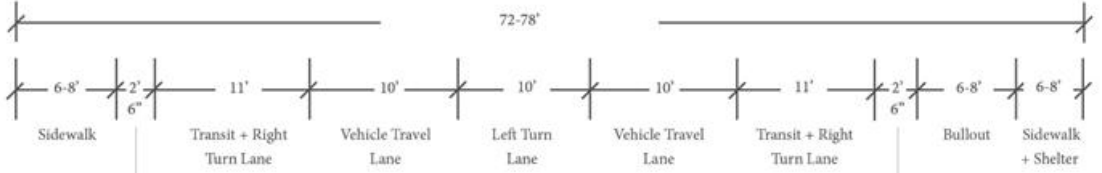
Your ideas in action

Gallatin Pike today...



...Gallatin Pike tomorrow.

Concept
A



Concept

A

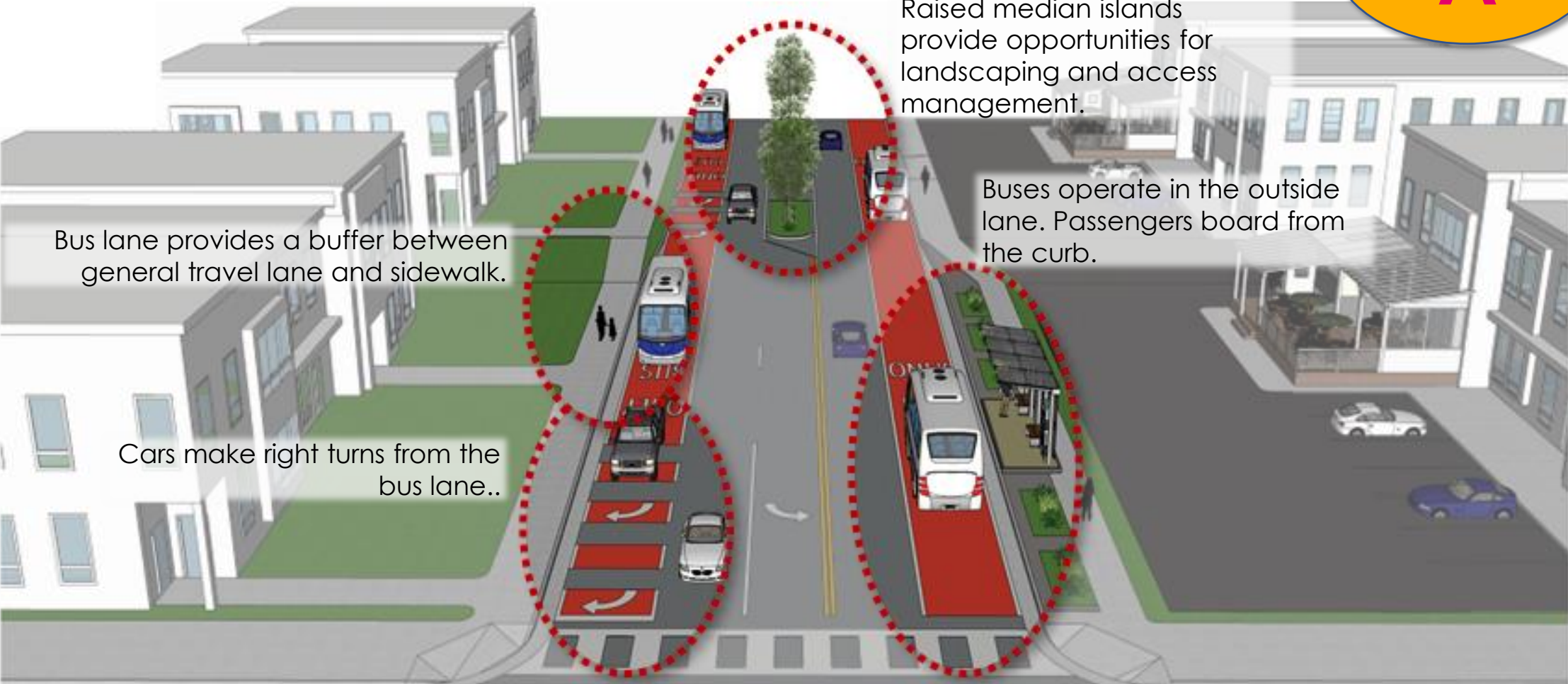
...Gallatin Pike tomorrow.

Raised median islands provide opportunities for landscaping and access management.

Buses operate in the outside lane. Passengers board from the curb.

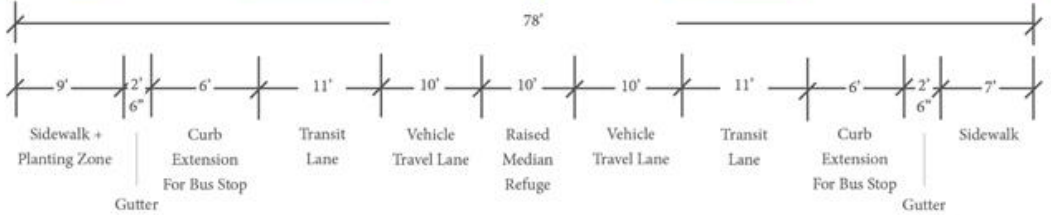
Bus lane provides a buffer between general travel lane and sidewalk.

Cars make right turns from the bus lane..



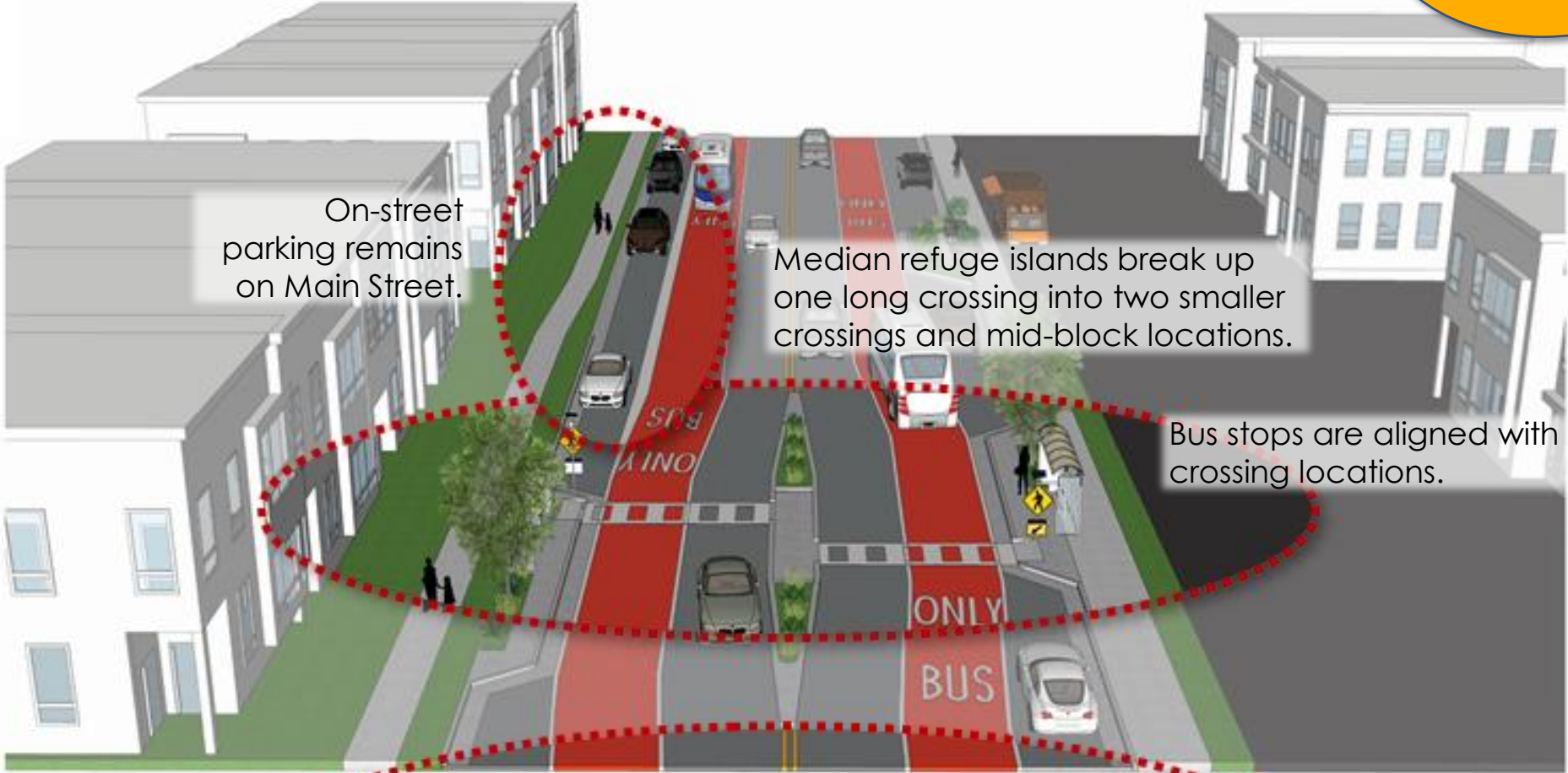
...Gallatin Pike tomorrow.

Concept
A



...Gallatin Pike tomorrow.

Concept
A

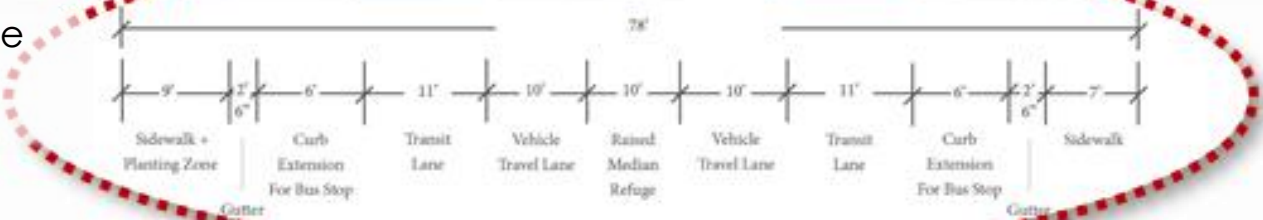


On-street parking remains on Main Street.

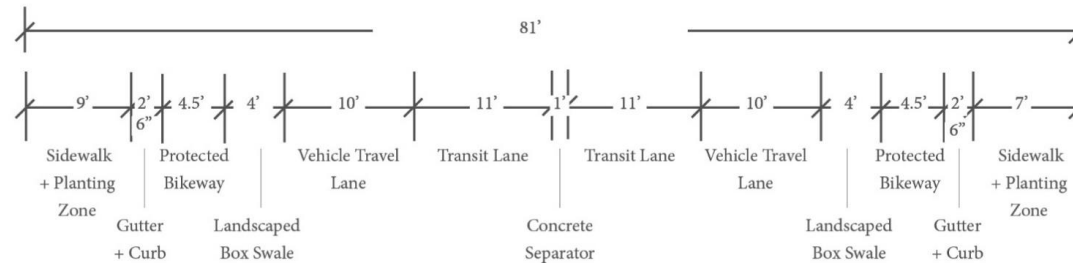
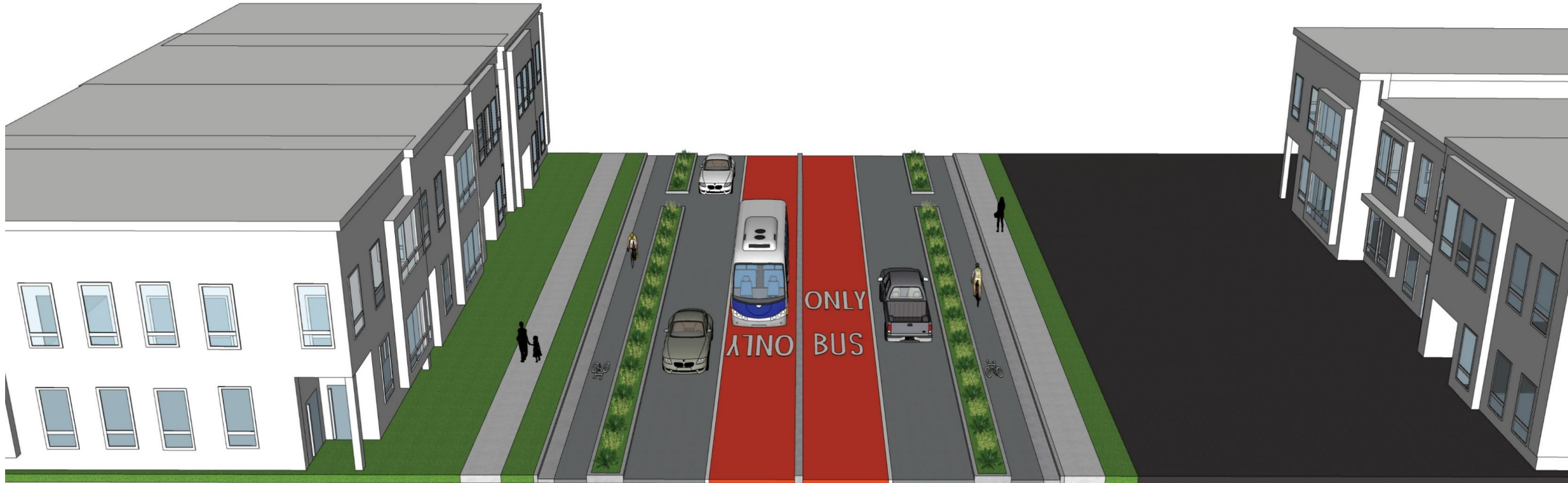
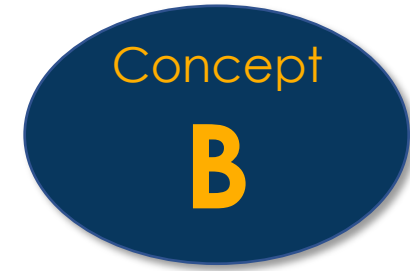
Median refuge islands break up one long crossing into two smaller crossings and mid-block locations.

Bus stops are aligned with crossing locations.

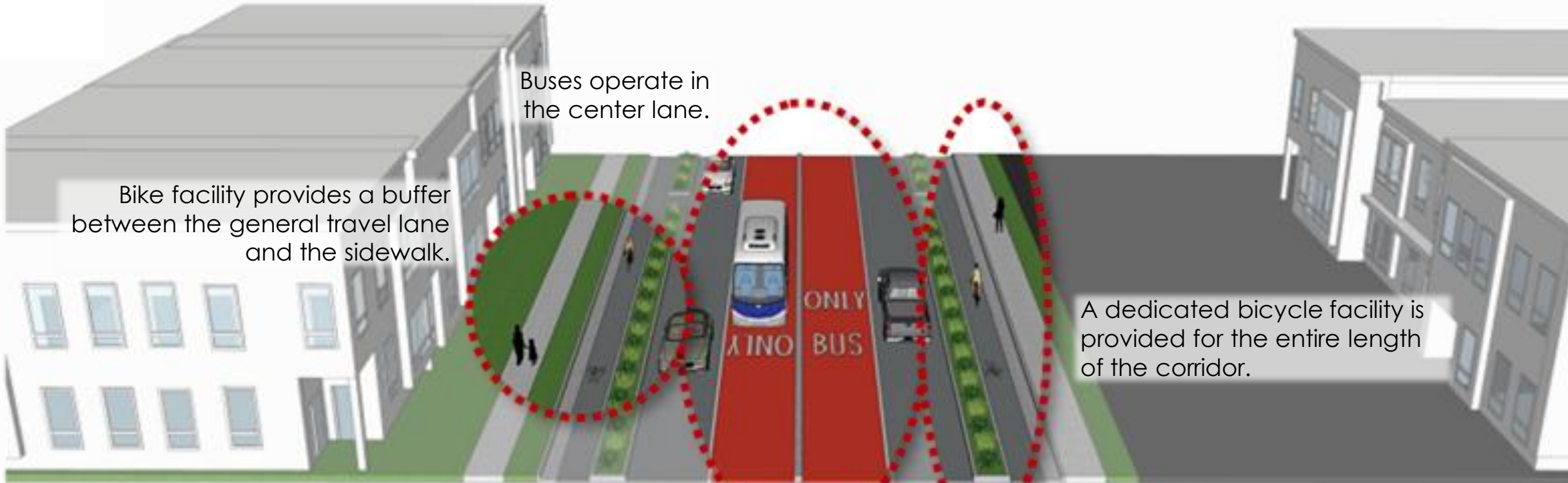
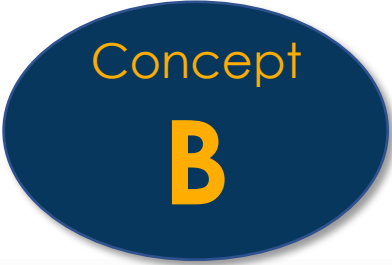
With a few small exceptions, the design stays within the existing curb width and right-of-way.



...Gallatin Pike tomorrow.



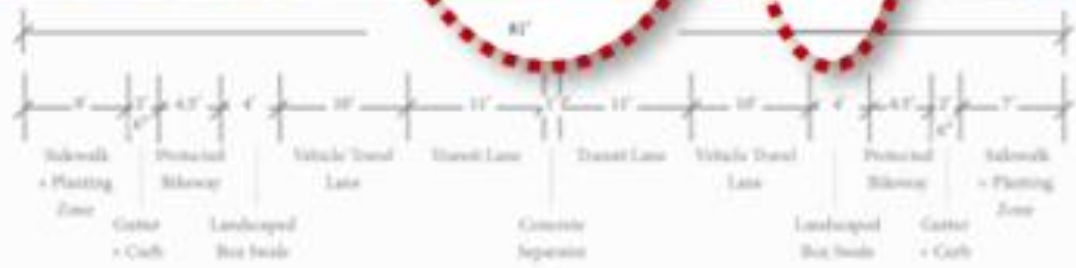
...Gallatin Pike tomorrow.



Buses operate in the center lane.

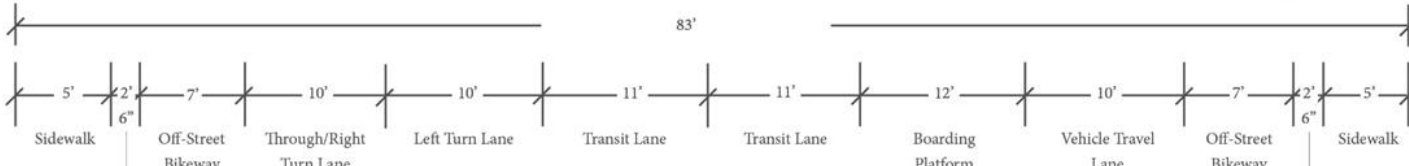
Bike facility provides a buffer between the general travel lane and the sidewalk.

A dedicated bicycle facility is provided for the entire length of the corridor.



...Gallatin Pike tomorrow.

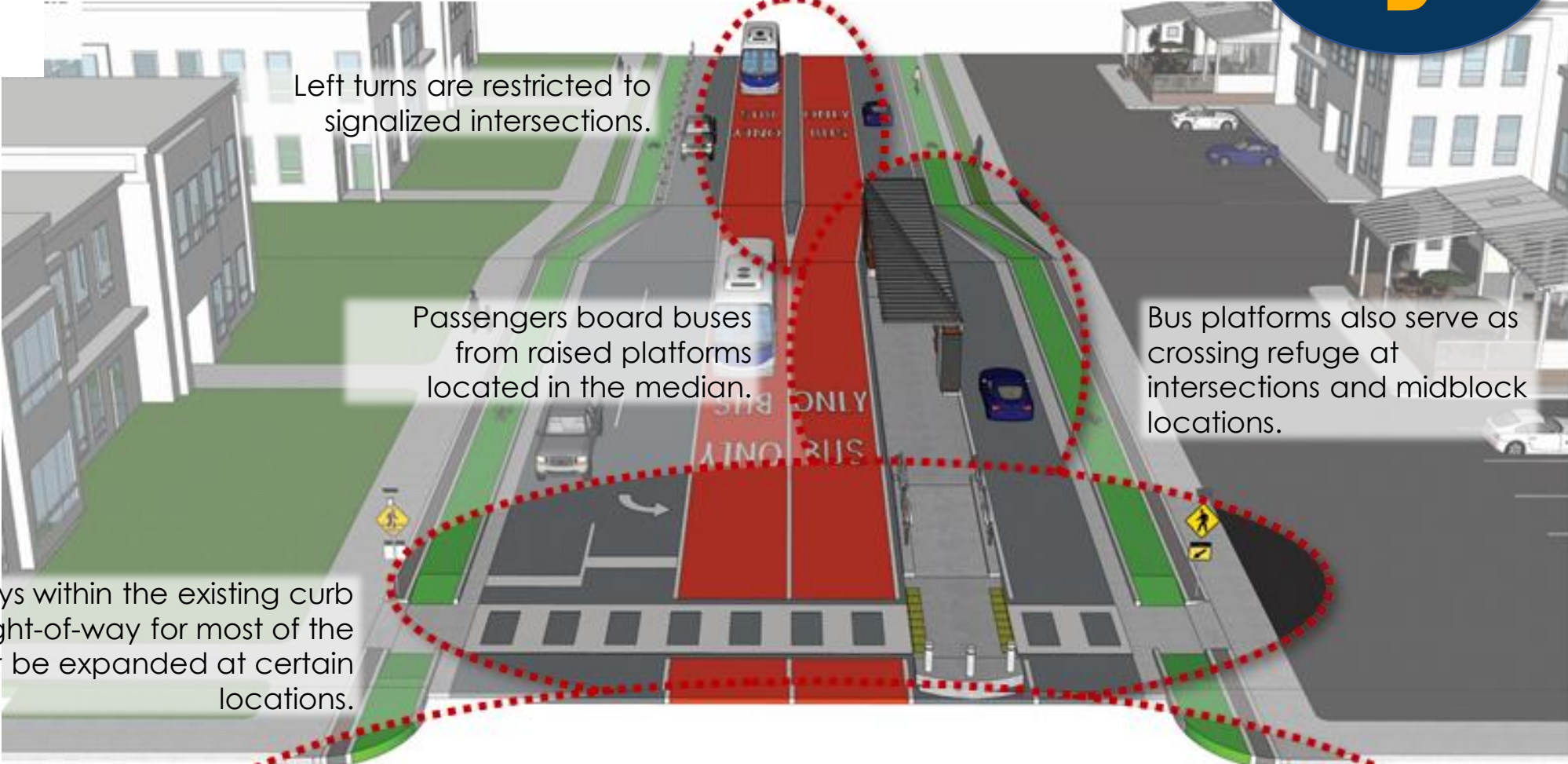
Concept
B



Concept

B

...Gallatin Pike tomorrow.

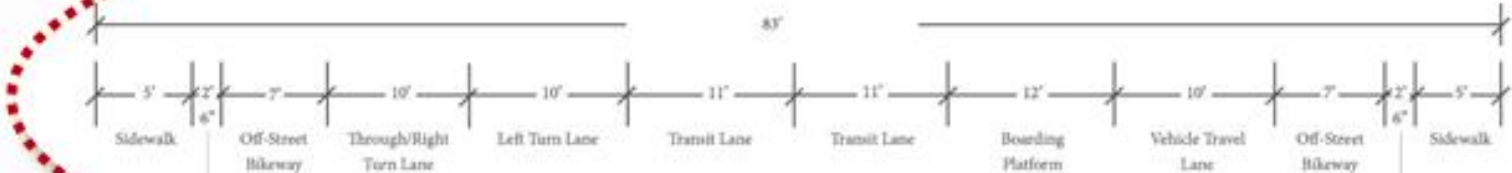


Left turns are restricted to signalized intersections.

Passengers board buses from raised platforms located in the median.

Bus platforms also serve as crossing refuge at intersections and midblock locations.

The design stays within the existing curb width and right-of-way for most of the corridor but must be expanded at certain locations.



Explore the concepts...

Gallatin Pike and Main Street Project

[Home](#) > [Departments](#) > [Transportation](#) > [Projects](#) > [Multimodal Street Projects](#)

The Gallatin Pike and Main Street Vision Plan includes community engagement, design concepts and recommendations for the following streets in East Nashville:

- Main Street from S. 5th Street to S. 10th Street
- Gallatin Pike from S. 10th Street to Briley Parkway

[Project Extent Map](#) ↗

These street segments are among Nashville's most dangerous streets, both included in the [Vision Zero Action Plan's High Injury Network](#). This

Explore the concepts...

GALLATIN FIRE & MAIN STREET PROPOSED TYPICAL SECTIONS

Iverson Avenue to Hart Lane & Hart Lane to Briley Parkway

Hart to Briley
Original Section

Hart to Briley



Concept A -
Main Line

Hart to Briley



Concept B -
Main Line

Hart to Briley



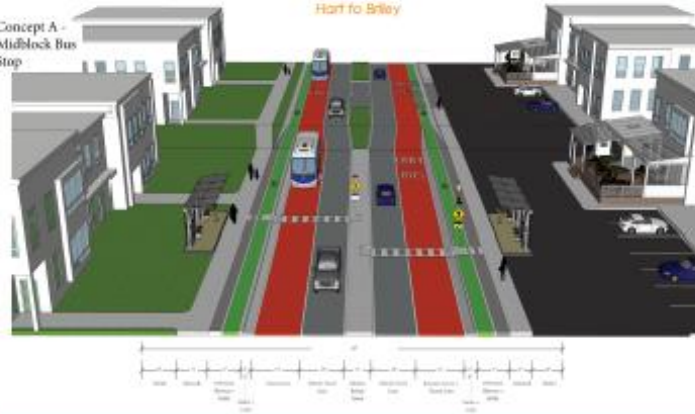
Concept A Concept B

Hart Lane to Briley
Parkway



Concept A -
Midblock Bus
Stop

Hart to Briley



Concept B -
Midblock Bus
Stop

Hart to Briley



Iverson to Hart
Original Section

Iverson to Hart



Concept A -
Between
Greenfield and
Iverson

Iverson to Hart

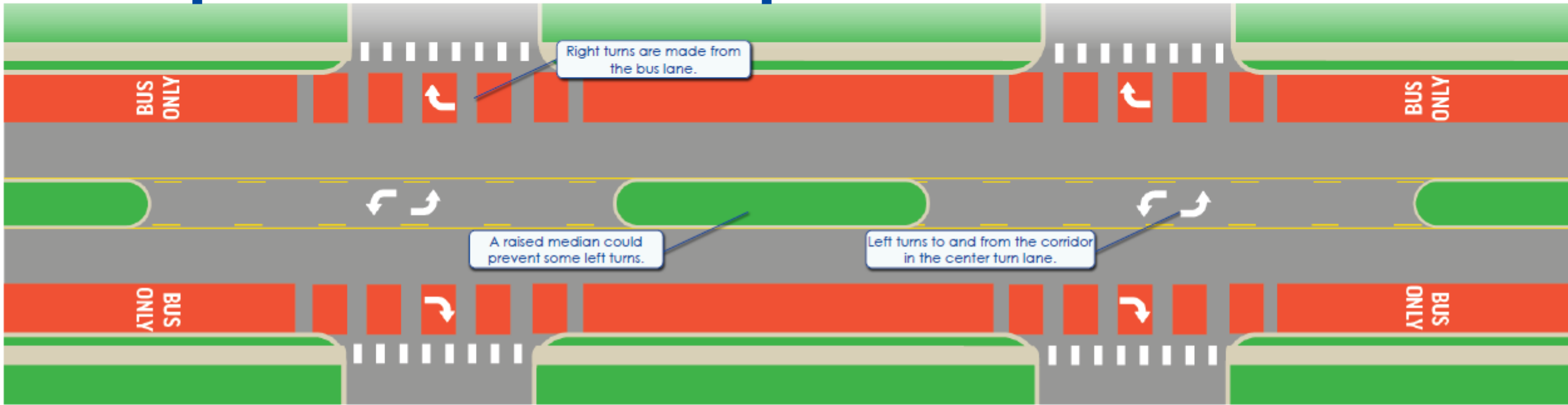


Concept B -
Between
Greenfield and
Iverson

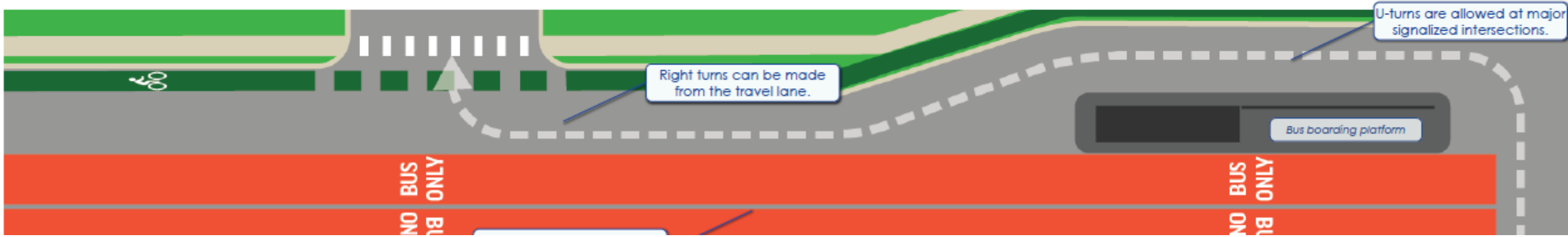
Iverson to Hart



Explore the concepts...



Concept B



Explore the concepts...

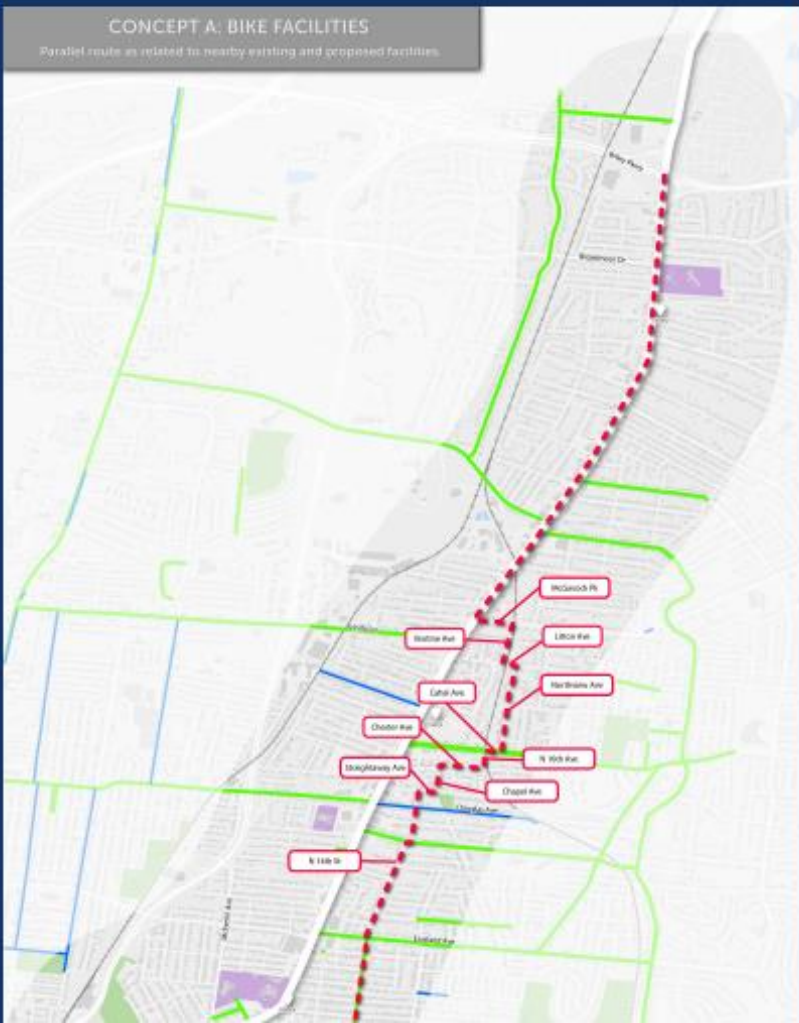
Concept A does not include provisions for a continuous, dedicated bicycle facility on Gallatin Pike and Main Street. The route depicted on the map below illustrates a potential alternative parallel route.

The map below identifies potential facility types for the Concept A alternative bike route based on observed street design and operating characteristics, subject to further planning and analysis.

Concept B Facility Type
 Concept B provides for a continuous, dedicated bicycle facility on Gallatin Pike and Main Street within the study corridor. The map below illustrates potential facility types for each segment of the corridor, subject to further planning and analysis.

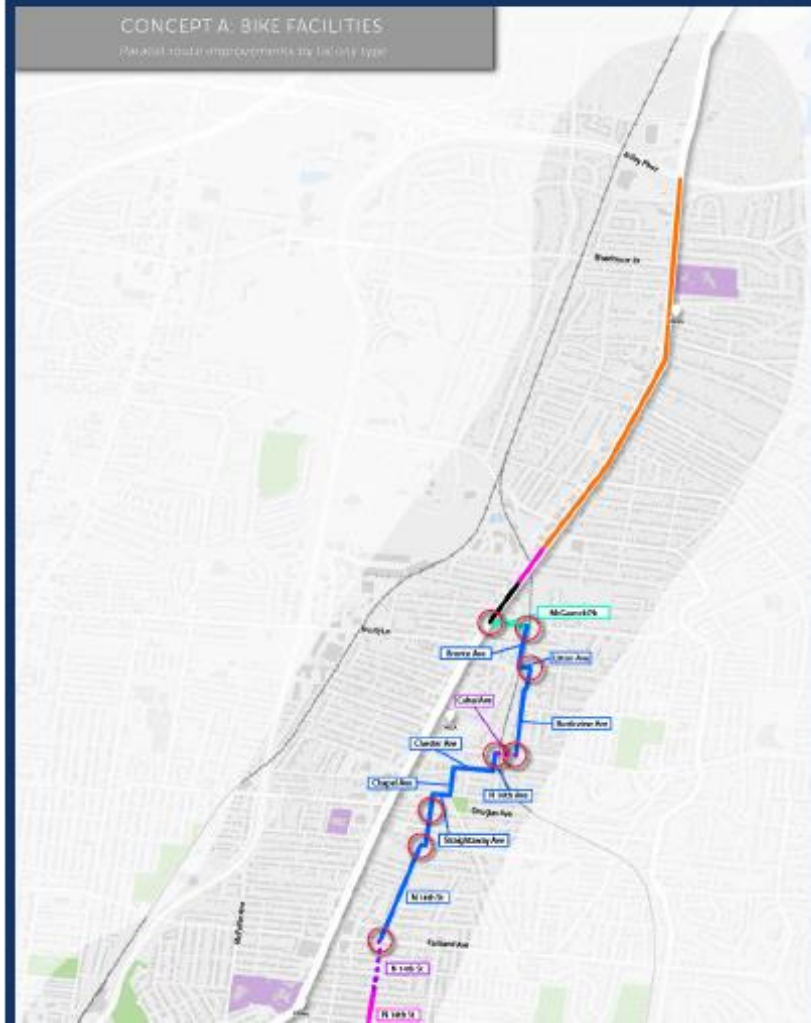
CONCEPT A: BIKE FACILITIES

Parallel route as related to nearby existing and proposed facilities.



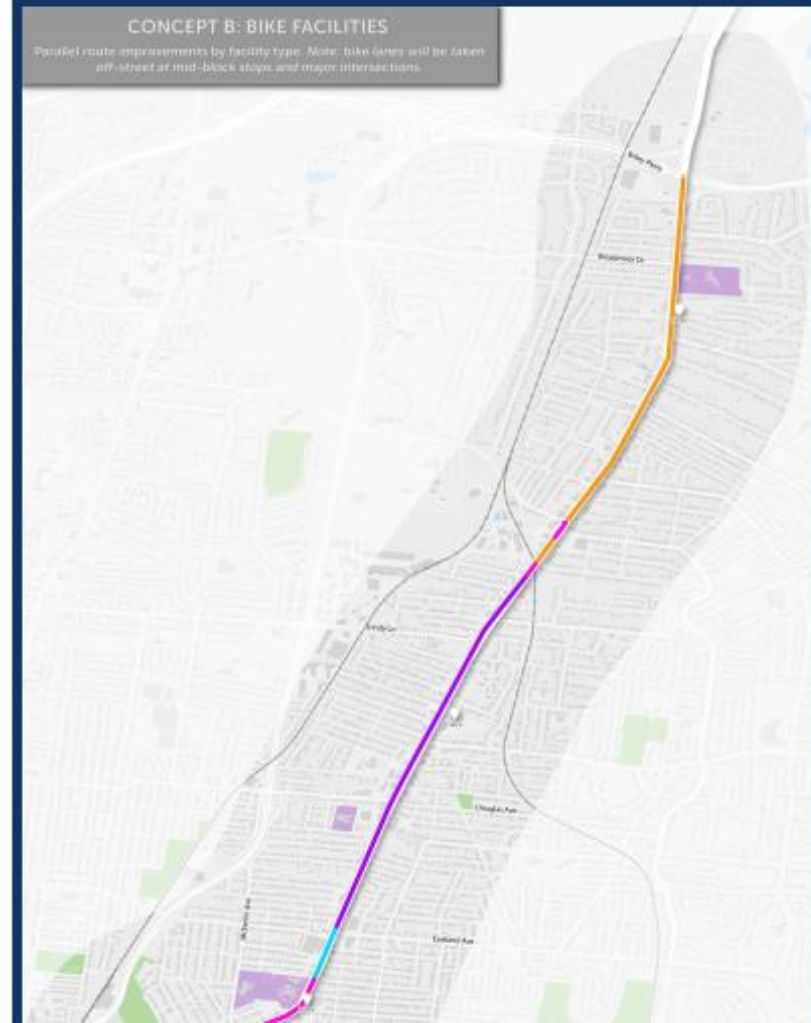
CONCEPT A: BIKE FACILITIES

Parallel route improvements by facility type.



CONCEPT B: BIKE FACILITIES

Parallel route improvements by facility type. Note: bike lanes will be taken off-street at mid-block stops and major intersections.



Explore the concepts...

Priority	Concept A		Concept B	
 <p>Crossing Opportunities</p>	✓	Raised median refuge islands in multiple locations break one longer crossing into two smaller ones.	✓	Raised transit boarding platforms provide a crossing refuge where transit stops are located; introduce horizontal deflection to slow traffic
	✓	Pedestrians only have to cross one lane of general traffic in each direction	✓	Pedestrians only have to cross one lane of general traffic in each direction
	✓	Curb extensions and bulb-outs introduce horizontal deflection and narrow the crossing distance.		
 <p>Pedestrian Roadside Experience</p>	✓	Curbside transit lane provides continuous buffer between roadside and general traffic.	✓	Curbside bicycle facility provides continuous buffer between roadside and general traffic.
	✓	Curb extensions and bulb-outs provide additional buffer and slow traffic (south of Iverson Avenue).		
 <p>Transit Priority</p>	✓	Transit vehicle travel time will be significantly improved by operating in its own dedicated lane.	✓	Transit vehicle travel time will be significantly improved by operating in its own dedicated lane.
	⚠	Motor vehicle right turns from the bus lane could disrupt bus operation and impact travel time.		
 <p>Transit Access</p>	✓	Passengers access the bus from dedicated curbside shelters.	✓	Passengers access the bus from raised platforms located in the median.
	✓	Bus lanes provide a buffer for waiting passengers from general traffic.	✓	Passengers wait in raised platforms in shelters that are separated from general traffic.
	✓	Mid-block stops are aligned with marked and sign crossing with a raised median refuge island.	✓	Passengers only have to cross the street in one direction to enter or leave a bus platform.
 <p>Landscaping and Enhancement Opportunities</p>	✓	Raised median refuge islands provide multiple opportunities for landscape, aesthetic and branding enhancements.	✓	Raised center transit boarding platforms provide opportunities for landscape, aesthetic and branding enhancements.
	✓	Curb extensions and bulbouts provide multiple opportunities for landscape, aesthetic and branding enhancements (south of Iverson Avenue).		

Take the survey...

Gallatin Pike and Main Street Vision Plan

Community Priorities Survey

The [Gallatin Pike and Main Street Vision Plan](#), which includes Main Street from S. 5th Street to S. 10th Street and Gallatin Pike from S. 10th Street to Briley Parkway, seeks to transform Main Street and Gallatin Pike into Complete Streets that provide safe and accessible options for all users. To be effective, the plan must consider all perspectives, including residents, business owners, pedestrians, cyclists, transit riders and drivers.

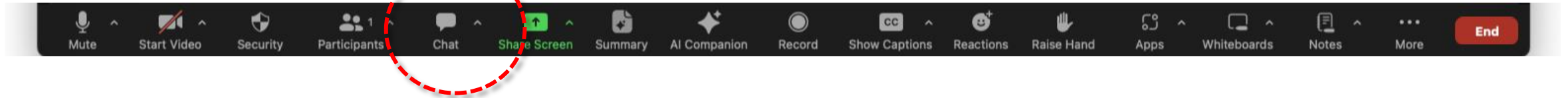
Please take a few minutes to provide your input by completing this survey.

The questions below reference proposed concepts for the transformation of Gallatin Pike and Main Street. Please take a minute to review the public workshop materials [here](#) and watch a recording of the virtual workshop [here](#).

Next

Questions?

Use the Chat button at the bottom of the screen.

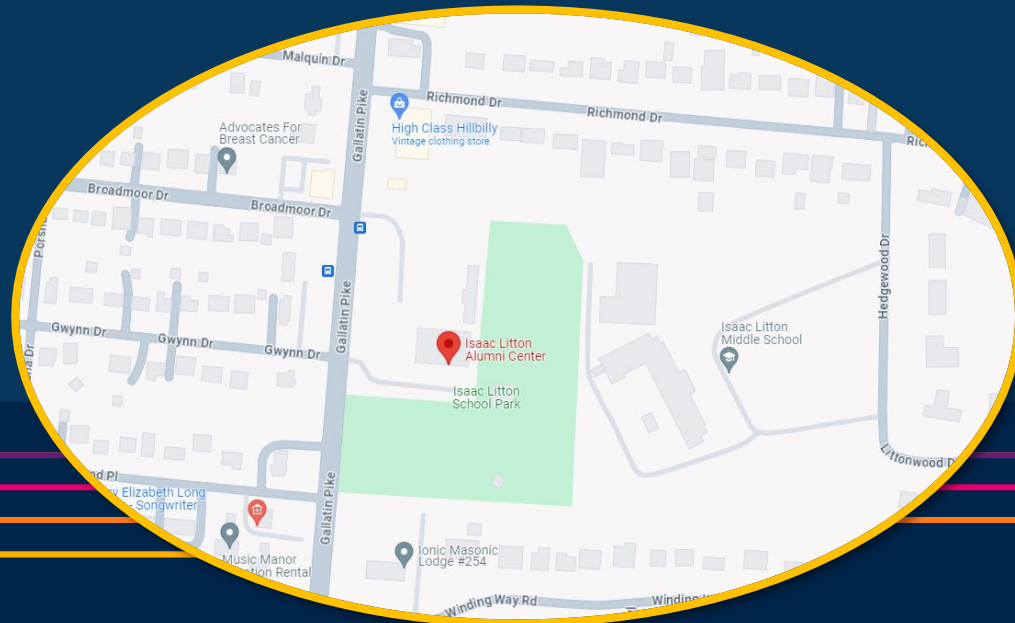


Your questions



Public workshop tonight!

- Wednesday, March 20th
 - Litton Alumni Center
 - 6:30 to 8 PM



GALLATIN PIKE & MAIN STREET
A NASHVILLE VISION ZERO INITIATIVE

GALLATIN PK./MAIN ST. PUBLIC MEETINGS

Mar 19, 2024	12pm-1:30pm	OPEN HOUSE DROP IN	East Community Center 600 Woodland Street
Mar 20, 2024	12pm-1pm	VIRTUAL MEETING	SCAN TO REGISTER
Mar 20, 2024	6:30pm-8pm	OPEN HOUSE DROP IN	Isaac Litton Alumni Center 4500 Gallatin Pike

TELL US WHAT YOU THINK!

Join us at one of the meetings above to see ideas for multimodal, transit & safety improvements on **Main Street from 5th Street to 10th Street and Gallatin Pike from 10th Street to Briley Parkway** and share your feedback.



Scan Me

NDOT

Next steps

- Plan recommendations
 - March + April
- Round 3 public and stakeholder engagement
 - April/May
- Final Plan
 - May



Thank you!